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Commission**

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**Washington, D.C.**

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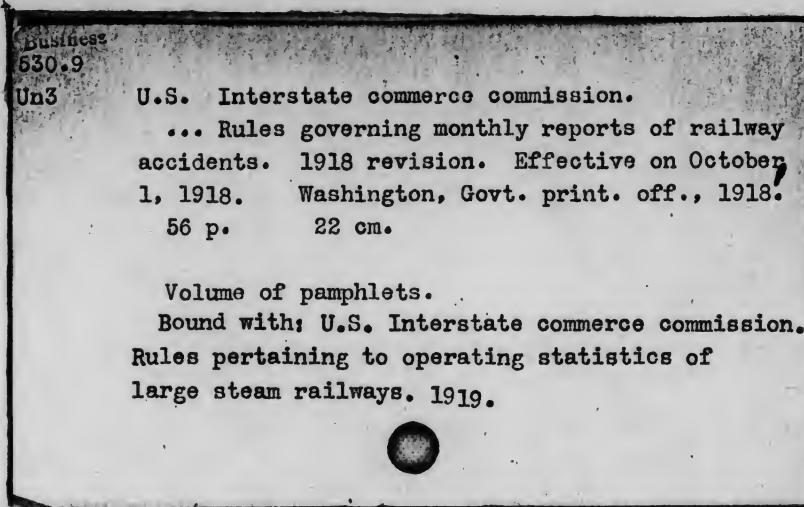
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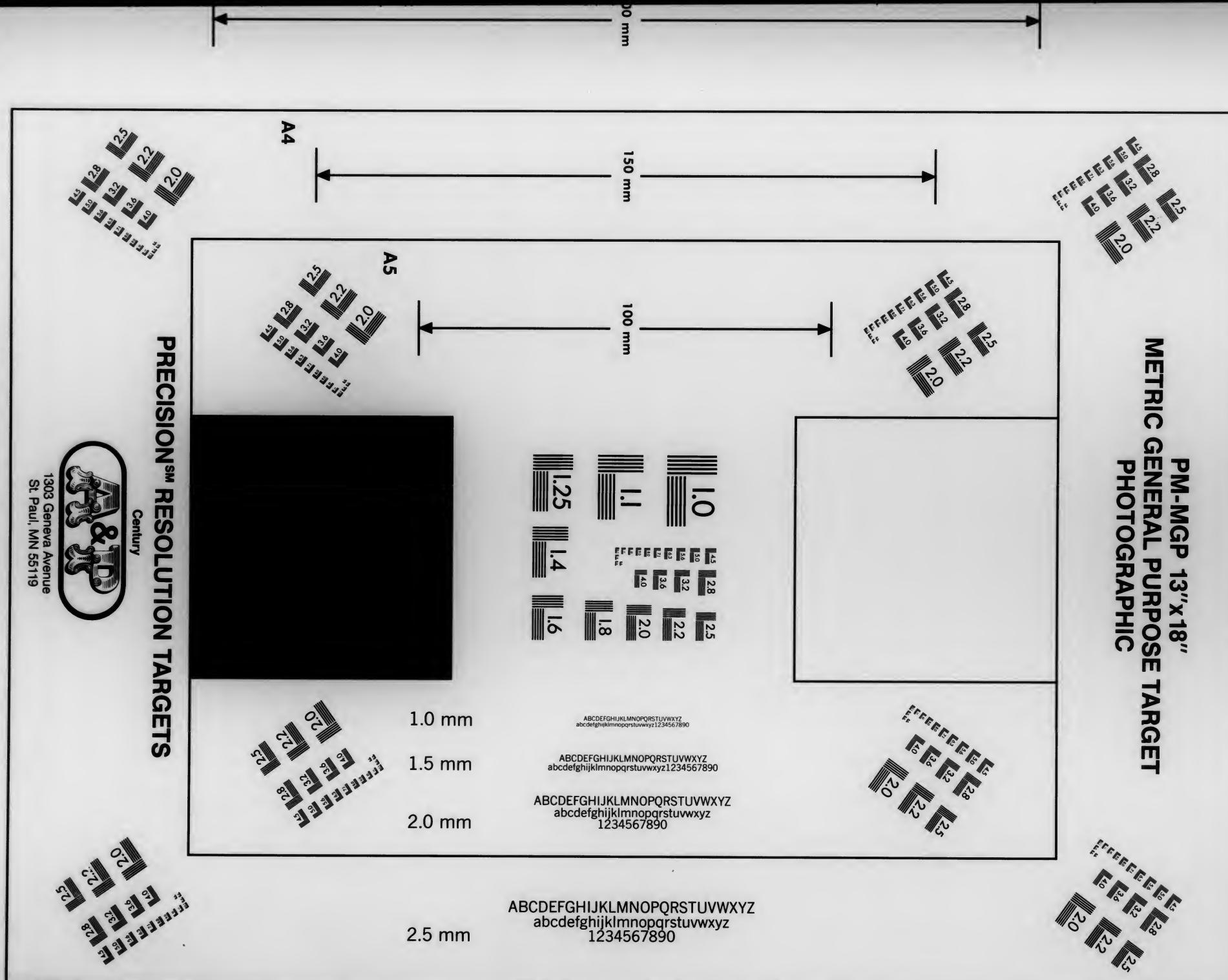
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INTERSTATE COMMERCE COMMISSION  
BUREAU OF STATISTICS

RULES  
GOVERNING  
**MONTHLY REPORTS**  
OF  
RAILWAY ACCIDENTS

1918 REVISION

EFFECTIVE ON OCTOBER 1, 1918



WASHINGTON  
GOVERNMENT PRINTING OFFICE  
1918

SCHOOL OF BUSINESS  
COLUMBIA UNIVERSITY

*No. 3*

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BUREAU OF STATISTICS

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THE INTERSTATE COMMERCE COMMISSION.

WINTHROP M. DANIELS, *Chairman.*

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GEORGE W. ANDERSON.

GEORGE B. McGINTY, *Secretary.*

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**ORDER.**

At a General Session of the INTERSTATE COMMERCE  
COMMISSION, held at its office in Washington, D. C.,  
on the 11th day of October, A. D. 1918.

*Ordered*, That the annexed draft of rules entitled "Rules governing monthly reports of railway accidents" be approved, effective as of October 1, 1918, and that all common carriers within the scope of the Accident Reports Act, approved May 6, 1910, be governed by the said rules in the preparation and submission of their monthly reports of accidents occurring on or after October 1, 1918.

By the Commission:

[SEAL.]

GEORGE B. McGINTY,  
*Secretary.*

**INTRODUCTORY LETTER.**

INTERSTATE COMMERCE COMMISSION,  
BUREAU OF STATISTICS,  
*Washington, October 1, 1918.*

To OFFICERS IN CHARGE OF

RAILWAY ACCIDENT REPORTS:

This issue of the Rules governing Monthly Reports of Railway Accidents is intended to insure a more uniform classification of accidents. The revision was made with the cooperation of a committee representing the American Railway Association. The recommendations of that committee as well as of various officials who submitted comments on a tentative draft of the rules issued May 3, 1918, have been carefully considered and in nearly all cases adopted. These Rules have to do simply with the monthly reports to the Bureau of Statistics and do not contain the requirements regarding reports to the Bureau of Safety and the Bureau of Locomotive Inspection, for copies of which application should be made to those bureaus.

M. O. LORENZ,  
*Statistician.*

ACCIDENTS REPORTS ACT.

An Act Requiring common carriers engaged in interstate and foreign commerce to make full reports of all accidents to the Interstate Commerce Commission, and authorizing investigations thereof by said commission.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall be the duty of the general manager, superintendent, or other proper officer of every common carrier engaged in interstate or foreign commerce by railroad to make to the Interstate Commerce Commission, at its office in Washington, District of Columbia, a monthly report, under oath, of all collisions, derailments, or other accidents resulting in injury to persons, equipment, or roadbed arising from the operation of such railroad under such rules and regulations as may be prescribed by the said commission, which report shall state the nature and causes thereof and the circumstances connected therewith: *Provided*, That hereafter all said carriers shall be relieved from the duty of reporting accidents in their annual financial and operating reports made to the commission.

SEC. 2. That any common carrier failing to make such report within thirty days after the end of any month shall be deemed guilty of a misdemeanor, and upon conviction thereof by a court of competent jurisdiction shall be punished by a fine of not more than one hundred dollars for each and every offense and for every day during which it shall fail to make such report after the time herein specified for making the same.

SEC. 3. That the Interstate Commerce Commission shall have authority to investigate all collisions, derailments, or other accidents resulting in serious injury to person or to the property of a railroad occurring on the line of any common carrier engaged in interstate or foreign commerce by railroad. The commission, or any impartial investigator thereunto authorized by said commission, shall have authority to investigate such collisions, derailments, or other accidents aforesaid, and all the attending facts, conditions, and circumstances, and for that purpose may subpoena witnesses, administer oaths, take testimony, and require the production of books, papers, orders, memoranda, exhibits, and other evidence, and shall be provided by said carriers with all reasonable facilities: *Provided*, That when such accident is investigated by a commission of the State in which it occurred, the Interstate Commerce Commission shall, if convenient, make any investigation it may have previously determined upon, at the same time as, and in connection with, the State commission investigation. Said commission shall, when it deems it to the public interest, make reports of such investigations, stating the cause of accident, together with such recommendations as it deems proper. Such reports shall be made public in such manner as the commission deems proper.

SEC. 4. That neither said report nor any report of said investigation nor any part thereof shall be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report or investigation.

SEC. 5. That the Interstate Commerce Commission is authorized to prescribe for such common carriers a method and form for making the reports hereinbefore provided.

SEC. 6. That the Act entitled "An Act requiring common carriers engaged in interstate commerce to make full reports of all accidents to the Interstate Commerce Commission," approved March third, nineteen hundred and one, is hereby repealed.

SEC. 7. That the term "interstate commerce," as used in this Act, shall include transportation from any State or Territory or the District of Columbia to any other State or Territory or the District of Columbia, and the term "foreign commerce," as used in this Act, shall include transportation from any State or Territory or the District of Columbia to any foreign country and from any foreign country to any State or Territory or the District of Columbia.

SEC. 8. That this Act shall take effect sixty days after its passage.

Public, No. 165, approved May 6, 1910.

RULES GOVERNING MONTHLY REPORTS OF RAILWAY ACCIDENTS.

GENERAL INSTRUCTIONS.

1. Operation of a Railway.—The "operation of a railway," as the phrase is used herein, includes—

The operation of trains, locomotives, and cars and the facilities incidental to their operation, such as railway stations, depots, freight houses, warehouses, shops, coaling stations, ferries used as an adjunct of train service, etc.

The maintenance of equipment, roadway, track, buildings, and other parts of railway plant, when such maintenance is performed under the supervision of the carrier by its employees; and

The construction of additions, betterments, and new lines when performed under the supervision of the carrier by its regular forces of employees ordinarily engaged in the construction, operation, or maintenance of existing lines.

2. Accidents to be Reported.—An accident is to be reported only when it arises from the operation of a railway and results in—

Damage to railway property amounting to more than \$150, including the expense of clearing wreck, but not the loss of or damage to freight or baggage, animals, or property of noncarriers on or adjacent to right of way; or a—

Casualty causing the death of a person within 24 hours after the accident; or an—

Injury to an employee sufficient to incapacitate the injured person from performing his ordinary duties for more than three days in the aggregate during the 10 days immediately following the accident. This rule applies to employees on duty, and to those classed as not on duty, but does not apply to employees classed as passengers or trespassers; or an—

Injury to a person other than an employee if the injury is sufficient, in the opinion of the reporting officer, to incapacitate the injured person from following his customary vocation or mode of life for a period of more than one day. This rule applies also to employees classed as passengers or trespassers.

**3. Doubtful Cases.**—Whenever any person declares that he has been injured in a railway accident and the carrier involved denies the allegation, the injury alleged, if of a reportable class, should be reported, but should be designated "claimed but not admitted by carrier," or otherwise, as may be appropriate. Any person found dead on or adjacent to the premises or right of way of a carrier should, unless excluded by the provisions of section 5, be reported if the verdict of a coroner is in effect that such person's death resulted from the operation of its railway.

**4. Joint Operations.**—Train accidents occurring on terminal or other track operated jointly or in common by two or more reporting carriers should be severally reported by the carrier or carriers whose equipment or employees are involved and the carrier whose superintendent is in immediate charge of the track on which the accident occurs. Each carrier concerned in such an accident should report only the damage to its own train (including foreign cars) or other property owned and the casualties to its own passengers or employees, but casualties to all trespassers and other persons not passengers or employees should be reported by each carrier. All reports of train accidents of the kind indicated should bear conspicuously at the top the words "Joint Operation."

**NOTE A.**—An accident in which no casualty occurs and in which the total damage sustained by the carriers is not more than \$150 should not be reported.

**NOTE B.**—If an accident occurs on a private siding or track of like character, it should be reported by the carrier having possession of the locomotive concerned or employing the persons involved.

**NOTE C.**—For rules relative to reporting "Crossing collisions," see section 8 (e) and (f).

**5. Accidents Not to be Reported.**—No accident is to be reported unless it arises from the operation of a railway and causes either a reportable casualty or damage exceeding \$150 to railway property (including the cost of clearing wreck). Under the class of nonreportable accidents will come, for example, casualties caused by frightened animals and accidents to persons jumping from vehicles without coming in contact with railway equipment; injuries caused by stones or other missiles thrown by persons on or along the right of way; injuries to persons other than trainmen on duty resulting from assaults by passengers and other persons not railway employees; injuries received by draymen and other laborers, not railway employees, while loading or unloading freight at station and freight-house platforms or at cars; as well as injuries received by passengers, trespassers, or other persons, if no defective or moving railway equipment or no negligence, mistake, or misconduct of railway employees is involved, provided such accidents are not of a class falling under the provisions of the rules for train-service or nontrain accidents. (See secs. 13 and 14.)

#### CLASSIFICATION OF RAILWAY ACCIDENTS.

**6. Primary Groups and Their Definitions.**—Railway accidents are divided into three primary groups:

Group I.—Train accidents.

Group II.—Train-service accidents.

Group III.—Nontrain accidents.

**Group I—Train Accidents.**—This group includes accidents arising in connection with the operation of trains, locomotives, or cars that result in damage to equipment or other railway property.

**NOTE.**—Accidents due to defects in minor parts of equipment, such as handholds, which result in a casualty but in no damage to railway property other than the loss of the defective part, should be classified as train-service accidents, and not as train accidents.

**Group II—Train-service Accidents.**—This group includes accidents arising in connection with the operation of trains, locomotives, or cars that result in casualties to persons, but not in damage to equipment or other railway property.

**Group III—Nontrain Accidents.**—This group includes accidents connected with the operation of a railway that are not incidental to the operation of trains, locomotives, or cars.

Accidents in connection with the operation of vessels are considered nontrain accidents, and resulting casualties are reportable when the vessels are operated as an adjunct to train service.

#### GROUP I.—TRAIN ACCIDENTS.

**7. Classification of Train Accidents.**—Train accidents should be classified under the following heads:

Collisions (Class C).

Derailments (Class D).

Locomotive-boiler accidents (Class B).

Other locomotive accidents or failures (not resulting in a collision, derailment, or boiler accident) (Class L).

Miscellaneous train accidents (Class M).

If a single accident is classifiable under two or more of the foregoing heads it should be classified in accordance with its primary class.

**8. Collisions (Class C).**—A collision is a violent impact of a train, locomotive, or car with some other train, locomotive, or car while both are on rails. (Accidents caused by trains, etc., striking hand cars, section motor cars, and like roadway machines are not classifiable as collisions.)

Reports of collisions, in addition to furnishing the information required by sections of these rules having general application, should

describe briefly the method of operation in use for the track involved, stating whether the block system was in use; and, if in use, whether—

- Manual.
- Controlled manual.
- Automatic.

Collisions should be classified as follows:

(a) *Rear-end collisions.*—A rear-end collision is a collision in which the trains or locomotives involved are bound in the same direction on the same track.<sup>1</sup>

(b) *Head-on collisions.*—A head-on collision is a collision in which the trains or locomotives involved are bound in opposite directions on the same track.<sup>1</sup>

(c) *Broken-train collisions.*—A broken-train collision is a collision in which a moving train breaks into parts and a violent impact of two or more parts of the same train occurs, or one or more of the parts collide with another train, locomotive, or car.

(d) *Side or raking collisions.*—This class does not include collisions with cars classifiable under (g).

(e) *Crossing collisions at private railway crossings.*—By the term "crossing collisions at private railway crossings" are meant collisions occurring at crossings or junctions on the carriers' right of way involving trains, locomotives, or cars operated on the intersecting tracks not on public streets, highways, or other public property.<sup>2</sup>

(f) *Crossing collisions at public highway crossings.*—By the term "crossing collisions at public highway crossings" are meant collisions occurring at railway grade crossings on public streets, highways, or other public property, involving trains, locomotives, or cars operated on the intersecting tracks. This class does not include accidents due to striking trolley cars, automobiles, or other vehicles, classifiable under sections 9 (f), 12 (a), or 13 (h).<sup>2</sup>

(g) *Collisions of trains with cars not in trains.*—This class does not include collisions of trains with cars, subject by train rules to the protection afforded to trains, which should be classified as (a), (b), (c), (d), (e), or (f), in accordance with the circumstances of the particular cases.

(h) *Switching collisions.*—By the term "switching collisions" are meant collisions occurring to equipment being switched, as in making or breaking up trains, shifting or setting out cars, etc., including accidents to locomotives involved in such service. Collisions of trains

<sup>1</sup> The time-table or schedule direction should govern the classification of collisions in classes (a) and (b) if at the time of the accident either of the trains or locomotives is at rest or if its incidental movement temporarily differs from its schedule direction.

<sup>2</sup> Crossing collisions covered by classes (e) and (f) should be reported by each carrier affected, but such report should include only the reporting carrier's proportion of the damage, and casualties to its own employees and passengers. Casualties to trespassers and other persons should be reported by each carrier involved. Each report of such a collision should bear conspicuously at the top the words "Crossing Collision."

while either or both are on main tracks within yard limits should be classified as (a), (b), (c), (d), (e), (f), or (g), in accordance with the circumstances of the particular cases. (See sec. 25 for definition of "yard.")

(i) *Collisions not elsewhere classifiable.*

9. *Derailements (Class D).*—In reporting derailements the information required by provisions of these rules having general application should be furnished, and there should be indicated in particular, by initials and number, or name, both the equipment causing the derailment and the equipment derailed.

Derailements should be classified as follows:

(a) *Derailements due to defects in or failures of power brake apparatus, hose, etc.*—This class includes derailements resulting from defects in or failures of power brakes or any apparatus or appurtenances connected therewith, including air hose and hose couplings.

(b) *Derailements due to defects in or failures of couplers.*—This class includes derailements resulting from defects in or failures of couplers and such of their mechanical parts as may be directly involved in the interlocking of two couplers, including, for example, the knuckle, knuckle pin, lock block, shank, etc., but not such apparatus as the coupler yoke, draft springs, friction plates, etc.

(c) *Derailements due to other defects in or failures of locomotives or cars.*—This class includes derailements due to failures of locomotives or cars, except those specifically provided for in classes (a) and (b), such as those resulting from broken or otherwise defective wheels, tires, axles, journals, trucks, brake beams, brake rigging, draft gear (including coupler yoke), side bearings, arch bars, car bodies, etc.

(d) *Derailements due to defects in track, bridges, switches, and signals, or other defects in roadway.*—This class includes derailements such as those resulting from broken rails, spread rails, soft track, bad ties, sun kinks, rough or irregular track, etc., that occur in the course of ordinary wear and weather conditions but does not include derailements due to such conditions as are outlined for class (e).

(e) *Derailements due to accidental obstructions or defects in tracks.*—This class includes derailements such as those due to weakening or destruction of bridges or other structures by fire; to animals, vehicles, etc., on track at places other than at public highway grade crossings; to landslides; to snow or ice in track; to floods; to washouts at culverts or other places; and to other unforeseen happenings or obstructions of similar character.

(f) *Derailements due to obstructions at public highway crossings.*—This class includes accidents at public highway grade crossings due to trains, locomotives, or cars striking or being struck by trolley cars,

automobiles, or other vehicles, or objects other than hand cars or other railway tools or material, which result in reportable derailments. State all material facts, including whether injured persons were pedestrians, occupants of trolley cars, automobiles, or other vehicles, etc.; the nature of protection, if any, afforded at the crossing at the time of an accident; that is, whether crossing gates, watchman, audible or visible signals, etc.; the kind of vehicle or object struck and whether the view of crossing was in any way obscured by buildings, trees, cars, or other objects. (See also secs. 12 (a) and 13 (h).)

(g) *Derailments due to negligence, mistake, or misconduct of trainmen or other employees.*—Derailments should not be reported in this class unless the direct or immediate cause was negligence, mistake, or misconduct of railway employees, such as error in throwing switches, misunderstanding of or error in giving signals, failure of section men to protect when replacing rails, excessive speed in violation of instructions, etc. Derailments due to contributory negligence, such as those caused by defective track or equipment, should not be included in this class but should be reported in their proper classes even though it may have been the duty of some employee to discover and remedy the defect.

(h) *Derailments due to mistake or misconduct of persons other than employees.*—This class includes derailments such as those resulting from obstruction of track, misplacement of switches, tampering with brakes, etc., by persons other than employees.

(i) *Derailments due to ascertained causes not classifiable under any preceding head.*—This class includes derailments apparently due to either of two or more immediate causes where it is impossible to determine which of the causes is the more probable. The causes of derailments includable in this class should be clearly and fully described.

(j) *Derailments due to unknown causes.*—If any derailment is reported under this head, the reason for so classifying should be given. The report should show what search or investigation has been made to find the cause of the derailment and where the cause can not be assigned with certainty, that fact should be stated and the probable cause indicated, if practicable.

10. **Locomotive Boiler Accidents (Class B.)**—In reporting locomotive boiler accidents, complete information should be given, and in cases of explosions resulting from low water in the boiler it should be stated whether the condition was due to negligence of the locomotive crew or to an improper or defective condition of appurtenances used to supply water to the boiler or to indicate the water level therein.

Locomotive boiler accidents should be classified as follows:

- (a) *Locomotive boiler shell explosions.*
- (b) *Crown sheet explosions due to low water where no contributory causes are found.*

(c) *Crown sheet explosions due to low water where contributory causes are found.*

(d) *Other explosions.*—This class includes explosions due to stay bolts or crown stays giving way, water foaming, and all other explosions not includable in classes (a), (b), and (c).

(e) *Accidents due to defects in or failures of tubing or pipes subject to steam pressure.*—This class includes accidents due to defects in or failures of flues, arch tubes, water bars, superheater tubes, etc.

(f) *Other locomotive boiler accidents.*

11. **Other Locomotive Accidents (Class L.)**—This head includes every train accident resulting from a defect in or failure of a locomotive or its tender, not classifiable as a collision, derailment, or locomotive-boiler accident. In reporting an accident under this head, describe and give location of the part involved, state the nature of the defect or failure, and explain, so far as may be ascertainable, the cause of, or the conditions or circumstances responsible for or contributing to, the failure.

Other locomotive accidents should be classified as follows:

(a) *Accidents due to defects in or failures of locomotive cylinders.*—This class includes accidents due to defects in or failures of locomotive cylinders or cylinder heads but does not include pistons or other parts.

(b) *Accidents due to defects in or failures of driving gear and machinery of locomotives.*—This class includes accidents due to defects in or failures of driving gear and machinery of locomotives but not of locomotive tenders.

(c) *Accidents due to defects in or failures of wheels and axles of locomotives.*—This class does not include accidents resulting in derailments, which should be specifically classified as such.

(d) *Accidents due to defects in or failures of parts of locomotive tenders.*—This class includes accidents due to defects in or failures of locomotive tenders or parts or appurtenances of tenders when no derailment results.

(e) *Miscellaneous locomotive accidents.*

12. **Miscellaneous Train Accidents (Class M.)**—This head includes all train accidents other than collisions, derailments, locomotive-boiler accidents, or other locomotive accidents, classified as follows:

(a) *Accidents at public highway crossings.*—This class includes accidents at public highway grade crossings due to trains, locomotives, or cars striking or being struck by trolley cars, automobiles, or other

vehicles, or objects other than hand cars or other railway tools or material, which result in damage to railway property but not in derailments. State all material facts, including whether injured persons were pedestrians, occupants of trolley cars, automobiles, or other vehicles, etc.; the nature of protection, if any, afforded at the crossing at the time of an accident; that is, whether crossing gates, watchman, audible or visible signals, etc.; the kind of vehicle or object struck, and whether the view of crossing was in any way obscured by buildings, trees, cars, or other objects. (See also secs. 9 (f) and 13 (h).)

(b) *Other miscellaneous train accidents.*—This class includes all train accidents not elsewhere provided for.

#### GROUP II.—TRAIN-SERVICE ACCIDENTS.

13. *Classification of Train-Service Accidents (Class S).*—In reporting train-service accidents, there should be furnished all pertinent information required by sections of these rules having general application and particularly:

Whether engineman or other employee contributed to the cause of the accident and, if so, in what manner and to what extent.

Whether person injured caught foot in frog, switch, or guard rail, and, if injured in such a manner, whether safety blocks were in use and what kind.

Whether the presence of fog, snow, or ice contributed to the accident.

Whether failure of brakes or other parts of equipment contributed to the accident.

Train-service accidents should be classified as follows:

(a) *Accidents to employees while engaged in coupling or uncoupling locomotives or cars.*—State in particular:

Name and style of couplers and, if defective, describe in detail the nature and extent of defect.

If employee was killed or injured while between locomotives or cars, explain why he was thus in jeopardy.

(b) *Accidents to employees while engaged in coupling or uncoupling air hose (or turning angle cocks in connection therewith), steam hose, and safety chains.*—State in particular whether hose or couplings were defective, and, if defective, describe the nature and extent of the defect.

(c) *Accidents to employees while operating locomotives.*—If locomotive parts or appurtenances were defective, describe in detail the nature and extent of defect.

(d) *Accidents to employees while operating hand brakes.*—If hand brake was defective, describe in detail the nature and extent of defect.

(e) *Accidents to employees while operating switches.*—If switch was defective, describe in detail the nature and extent of defect.

(f) *Accidents to persons resulting from coming in contact, while on or getting on or off moving cars or locomotives, with any fixed structure above or at side of track.*—This class includes accidents to all classes of persons resulting from coming in contact with fixed structures, such as bridges, tunnel walls or roofs, signals, signs, mail cranes, water tanks or penstocks or spouts, coaling stations including chutes or aprons, standpipes, permanently located wires or pipes, etc. State all material facts, including, in particular, when applicable:

Extent of injured person's acquaintance with the road at and in the vicinity of the place of accident; and

Distance between top of locomotive or car and obstruction; or

Distance between side of locomotive or car and obstruction.

(g) *Accidents to persons while getting on or off cars or locomotives.*—This class includes accidents to all classes of persons while getting on or off cars or locomotives in the usual manner, and also accidents to employees or other persons in jumping from trains or cars in anticipation of a train accident or otherwise, but does not include accidents caused by coming in contact with fixed structures while getting on or off moving cars or locomotives.

*Note.*—In cases of reportable train accidents in which employees or other persons jumped from cars or locomotives in anticipation of the accidents and thereby received a reportable injury without coming into contact with wreckage, the injury so incurred should be included in class (g), and cross references made in the Monthly Report between the report of it and the report covering the train accident.

(h) *Accidents at highway grade crossings.*—This class includes accidents at public highway grade crossings due to trains, locomotives, or cars striking pedestrians or colliding with trolley cars, automobiles, or other vehicles, or objects other than hand cars or other railway tools or material, when such accidents result in reportable casualties but not in damage to railway property. State all material facts, including whether injured persons were pedestrians, occupants of trolley cars, automobiles, or other vehicles, riding bicycles or motorcycles, etc.; the nature of protection, if any, afforded at the crossing at the time of an accident; that is, whether crossing gates, watchman, audible or visible signals, etc.; the kind of vehicle or object struck, and whether the view of crossing was in any way obscured by buildings, trees, cars, or other objects. (See also secs. 9 (f) and 12 (a).)

(i) *Miscellaneous train-service accidents not elsewhere classifiable.*

## GROUP III.—NONTRAIN ACCIDENTS.

**14. Classification of Nontrain Accidents.**—This group includes:  
 Accidents to employees on duty that do not occur in connection with the operation of trains, locomotives, or cars, and are not incidental to such operation; as, for example, those occurring in connection with the construction, repair, or painting of buildings, tracks, or other structures or equipment (except running repairs made by trainmen en route); with the movement, by shop, enginehouse, or other industrial employees, of locomotives or cars in shops, enginehouses, on repair tracks, etc., when in connection with industrial work; or the loading or unloading of cars at station or freight-house platforms, on yard tracks, or in connection with work service.  
 Accidents to persons, other than employees on duty, while on railway premises, when such accidents arise from the operation of a railway but do not occur in connection with the operation of trains, locomotives, or cars and are not incidental to such operation.

**NOTE.**—Accidents in which injuries are received by trackmen, bridge and building men, and other classes of employees or other persons and which are caused by trains striking hand cars, tools, or other objects, should be appropriately reported as train accidents or train-service accidents.

Nontrain accidents may occur on ferries or wharves, at stations, freight houses, enginehouses, in or around shops, or on tracks, but they do not include accidents that happen in connection with the operation of trains, locomotives, or cars, or those incidental to such operation; nor accidents to persons while on or in contact with trains.

Accidents reportable in this group should be included in the comparative statement of nontrain accidents in Form V only, and summarized in accordance with the following classes of accidents and classes of persons:

*Class of accident.*—

- (a) Working machinery, engines, motors, etc.
- (b) Transmission apparatus (belts, gears, shafting, ropes, etc.).
- (c) Use of hand tools, apparatus, etc.
- (d) Flying particles.
- (e) Explosives and inflammable, hot, or corrosive substances.
- (f) Electric currents.
- (g) Collapse, fall, etc., of objects.
- (h) Falls of persons in industrial work.
- (i) Handling rails, ties, bridge timbers, etc.
- (j) Handling freight or supplies.

- (k) Miscellaneous industrial causes (not above specified).
- (l) Other nontrain accidents.

Class (l) includes all reportable nontrain accidents not includable as industrial accidents in classes (a) to (k).

*Class of person.*—The prefix numbers and classes of employees listed under the various headings are consistent with the classification of steam railway employees and their compensation, and are given as an aid in the computation of man-hours and in classifying casualties under the different headings. The class of work in connection with which an employee is engaged at the time of an accident should govern the classification as defined under the various headings.

No data should appear in the comparative table in Form V for casualties except those classifiable as due to nontrain accidents and no man-hours should be reported except for industrial employees engaged in connection with the classes of work defined under the headings "Shopmen," "Stationmen," "Trackmen," "Bridge and building men," and "Other industrial employees."

*Shopmen.*—This group includes employees in and about general and division shops and those engaged in the building or repairing of locomotives, cars, and similar equipment in roundhouses and engine-houses and on tracks designated as repair or shop tracks; also employees at locomotive coaling and water stations.

Among the employees includable in this group are—

(12) Gang and other foremen (M. E. Dept.).	(24) Tool inspectors.
(13) Machinists.	(24) Casting inspectors.
(14) Boilermakers.	(24) Stationary engineers.
(15) Blacksmiths.	(24) Engine inspectors.
(18) Carpenters.	(25) Mechanics' helpers and apprentices.
(19) Painters and upholsterers.	(27) Shop laborers.
(20) Electricians.	(27) Storehouse attendants.
(21) Air-brake men.	(27) Elevator operators.
(22) Car inspectors.	(27) Crane operators.
(23) Car repairers.	(27) Hammermen.
(24) Truck builders.	(27) Teamsters and drivers.
(24) Molders.	(27) Cupola men.
(24) Core makers.	(27) Melters.
(24) Tinniers.	(27) Wheel breakers.
(24) Tank builders.	(27) Pumpers.
(24) Tender repairmen.	(27) Car cleaners.
(24) Flue welders and calkers.	(27) Oilers.
(24) Coppersmiths.	(27) Car washers and scrubbers.
(24) Machine hands (wood and metal.)	(27) Car spongers.
(24) Stay-bolt inspectors.	(27) Grinders.
(24) Sheet-iron workers.	(27) Supply-car conductors.
(24) Plumbers.	(51) Enginehouse-men.
(24) Pipe fitters.	And employees of other similar occupations.
(24) Millwrights.	

*Stationmen.*—This group includes employees in and about freight and passenger stations.

Among the employees includable in this group are—

(5) and (6) Clerks.	(41) Station-service employees.
(37) Telegrapher-clerks.	And employees of other similar occupations.
(38) Agent-telegraphers.	
(39) Station agents (nontelegraphers).	

*Trackmen.*—This group includes employees engaged in construction, maintenance, and repair of track.

Among the employees includable in this group are—

(9) Foremen of— Ditching or grading gangs. Fencing gangs. Landscape gardeners.	(27) Firemen of ditching, hoisting, or other stationary engines.
(10) Section foremen.	(28) Foremen of construction gangs and work trains.
(26) Section men.	(29) Other men in construction gangs and work trains.
(27) Laborers.	And employees of other similar occupations.

*Bridge and building men.*—This group includes employees engaged in construction, maintenance, and repair of bridges, buildings, tunnels, and other structures.

Among the employees includable in this group are—

(9) Gang foremen.	(24) Tinniers.
(9) Foremen of— Carpenters. Masons. Painters. Bricklayers. Plumbers.	(24) Plasterers. (24) Plumbers. (24) Pipe fitters. (24) Stationary engineers. (25) Mechanics' helpers and apprentices.
(16) Masons and bricklayers.	(27) Teamsters and drivers.
(17) Structural ironworkers.	(27) Laborers.
(18) Carpenters.	And employees of other similar occupations.
(19) Painters and upholsterers.	

*Other industrial employees.*—This group includes all industrial employees not provided for in the preceding groups and not engaged in the operation of trains, locomotives, or cars.

Among the employees includable in this group are—

(9) Foremen of— Switch and signal men. Telegraph and telephone line men.	(35) Telegraphers and telephoners operating interlockers.
(20) Electricians.	(36) Levermen (nontelegraphers).
(34) Telegraphers, telephoners, and block operators.	(62) Crossing flagmen and gatemen. (63) Drawbridge operators.

*All other persons.*—This group includes, not only passengers and other nonemployees, but also employees, such as supervising officers, except station agents, above the rank of foremen, and others not provided for in the foregoing groups of industrial employees.

#### FORM AND ARRANGEMENT OF REPORTS.

**15. Forms Used and Duplicate Reports.**—Monthly reports of railway accidents (including rail failures causing train accidents) should be made on forms provided by the Interstate Commerce Commission or on forms identical therewith in arrangement, size, and in color and weight of paper, and every reporting carrier is required to retain in its files a duplicate of each report rendered to the commission. The forms provided, which are of four kinds, are designated as Forms V, T, R, and F.

Each sheet of each report should show in the appropriate place the name of the company for which it is filed, the month and year to which the report relates, together with all other particulars called for by the form. Each sheet of each report following Form V should bear the autograph signature of a responsible officer or employee.

**16. Form V (Verification).**—A report should be made on this form each month even though no reportable accident occurred during the month covered. Such report should include an oath or verification made by the proper officer of the reporting carrier as provided on Form V for that purpose which should show the number of accidents (exclusive of nontrain) that occurred during the month for which the report is made, and the number of sheets attached to the Form V. If no reportable accident occurred during the month, that fact should be stated on this form. Form V should also show the total number of locomotive-miles and train-miles run during the month, computed in accordance with the Interstate Commerce Commission's Classification of Train-miles, Locomotive-miles, and Car-miles, and (except for carriers having annual operating revenues below \$100,000) the number of man-hours of industrial employees as provided in the form, even though no accident occurred. If any reportable nontrain accidents occurred during the month, they should be reported in the table provided on Form V, but if none occurred, that fact should be stated in the table.

**17. Form T (Train and Train-Service Accidents).**—A separate Form T sheet should be used for each reportable train accident or train-service accident and should show the required particulars concerning the accident.

**18. Form R (Rail Failures).**—In case of accidents resulting from rail failures, particulars of the failures should be reported on Form R, and all the information called for on that form should be furnished or proper explanation made regarding its absence.

**19. Form F (Subsequent Fatalities).**—If, as the result of an injury, a person dies more than 24 hours after the occurrence of the accident, the casualty should be reported on a Form T as an injury, and in addition, a memorandum of the death should be given on Form F

in accordance with the requirements of that form. This additional report is to be made in connection with the report for the month in which the accident occurred, if practicable, otherwise it should separately accompany the first monthly report filed after the death has come to the knowledge of the carrier. A single Form F may contain reports of more than one such fatality, provided all persons included therein were injured during the same month.

**20. Classification Symbols.**—Symbols indicating the class of train accidents or of train-service accidents and the class of persons involved should be entered in the appropriate spaces on Form T as follows:

*Class of accidents.*—Sheets carrying reports of collisions are to be marked C; those relating to derailments, D; those relating to locomotive-boiler accidents, B: those relating to other locomotive accidents (not resulting in collisions or derailments), L; those relating to miscellaneous train accidents, M; and those relating to train-service accidents, S. To each of these primary class symbols should be added the proper small letter to indicate the subclass covering the accident. (See secs. 8 to 13.)

*Class of person.*—The class of person should be designated by the applicable capital letter preceding the name of the class, to which should be added the small letter or the number symbol preceding the applicable subdivision, indicating the subclass. (See sec. 31.)

**21. Arrangement and Numbering of Sheets.**—All the forms in a monthly report should be arranged in the order V, T, R, and F. All Forms T should be further grouped in accordance with the character of the accidents and arranged in the order C, D, B, L, M, and S, and subgrouped in order by subclasses; as, for example, first all of C-a, followed by all of C-b, followed in turn by all of C-c, etc., throughout the series. All sheets following Form V are to be numbered consecutively, beginning with No. 1 each month. When properly arranged and numbered, all sheets, including Form V, should be securely fastened along the left-hand two-thirds of the top edges.

In no case should the report for any month include a Form T sheet completed for an accident that did not occur during the month covered by the report. Should it be discovered by a carrier that the report of a particular accident on a Form T has, through mistake or otherwise, been improperly omitted from its regular monthly accident report, the sheet covering such accident should be separately transmitted to the Bureau of Statistics, with a suitable letter of explanation.

#### PARTICULARS TO BE REPORTED.

**22. General.**—Such of the following provisions as apply in any case should be carefully observed in the preparation of reports of both train and train-service accidents, and wherever a pertinent requirement is not complied with the report should explain the omission.

Reporting officers should endeavor to supply sufficient information in each report to enable the Interstate Commerce Commission to classify all data pertaining to each accident in accordance with the codes in Appendix A beginning on page 33.

The report of an accident should give, so far as pertinent, particulars of the accident, such as time, place, weather, light, persons involved, equipment and other property damaged or involved, causes of accident, so far as ascertained (and if not ascertained, the report should indicate what effort has been made to ascertain causes and what seems to have been the most probable cause), description and extent of the damage caused, and methods employed or suggested improvements in procedure, plant, and equipment for the prevention of similar accidents, cause and effects of fire, if any; experience and (whenever significant) condition of employee who caused or is believed or supposed to have caused the accident. The report should indicate whether or not such employee had been continuously on duty for more than 16 hours at the time of the accident or had had less than 8 hours' rest before going on duty.

Unless manifestly without significance in the matter, quote the operating rule or rules bearing on the case, and indicate wherein the rule or rules were violated by the employee at fault, if any. This requirement will be satisfied if the carrier has on file in the Bureau of Statistics of the Commission a copy of its effective operating rules and gives the number of the rule or rules bearing on the case.

**23. Visibility.**—The report should give sufficient particulars to show whether vision was impeded or obscured and, if either, from what cause and to what extent.

**24. Place.**—In reporting place, the name of the State in which the accident occurred and the nearest station should be reported; also the direction and estimated distance from such station, unless the accident occurred directly at a station or in a yard, in which latter case the yard should be named or described.

**25. Definition of Yard.**—By the word "yard," as herein used, is meant a system of auxiliary tracks within defined limits provided for the making up of trains, storing of cars, and other purposes, over which movements not authorized by train order or time-table may be made, subject to prescribed signals and regulations. Sidings used exclusively as passing track are not included, nor is the main line within yard limits, and if an accident occurs on or results in fouling a main line so located that fact should be stated.

**26. Trains—Description and Particulars.**—For the purpose of reporting railway accidents a train may be defined as a locomotive, or more than one locomotive coupled, with or without cars, displaying markers. Hand cars, section motor cars, and like roadway machines, are not to be regarded as "cars."

## DESCRIPTION.

In reporting accidents involving trains, locomotives, or cars, sufficient particulars should be given to permit identification as follows:

*Transportation service—Freight.*—This class includes trains run between terminals or stations for the purpose of transporting revenue freight; also those transporting only company freight when statistics of ton-miles are kept for the freight thus transported; also trains consisting of empty freight cars and trains consisting of a locomotive and a caboose running light in connection with such service. When milk, baggage, or other cars (not passenger cars or combination passenger and other cars) are hauled in a freight train, they do not change its class. Freight trains that regularly haul no passenger service equipment but transport passengers in a caboose should be classified as freight trains, as should also freight trains temporarily using a passenger car in place of a caboose, or which only occasionally contain a car devoted to passenger traffic.

*Transportation service—Passenger.*—This class includes trains run for the purpose of transporting passengers, baggage, mail, milk, express, or any combination of these; also trains consisting of dead-head passenger equipment. When one or more cars, other than regular passenger-train cars, are hauled incidentally in a passenger train, they do not change its class.

*Transportation service—Mixed.*—This class includes trains containing both freight-train cars moved in connection with freight traffic and passenger-train cars moved in connection with passenger traffic. The incidental omission of either freight-train or passenger-train cars from a regularly scheduled mixed train does not change its class.

*Transportation service—Special.*—This class includes revenue-earning trains not provided for in the three foregoing classes, such as chartered trains paid for either on the basis of a rate per mile run or a lump sum for the train, circus and theatrical trains run under contracts calling for payment of specified amounts for transportation between designated stations, chartered trains for the Federal or State Governments carrying troops, munitions of war, camp outfits, etc.

*Work service.*—This class includes nonrevenue trains run in the administration and upkeep service of the carrier, such as official trains, inspection trains, pay trains, special trains running with company fire apparatus to save the carrier's property from destruction, and trains run for the purpose of transporting the carrier's employees to and from work when no transportation charge is made; wrecking trains; construction and upkeep trains run in connection with maintenance and construction work, the cost of operating such trains being chargeable to the appropriate construction or maintenance accounts for rail-line operations; material and supply trains run for

the purpose of distributing ties, rails, other track material, ballast, bridge material, and other materials and supplies at stations, towers, section houses, and other points; trains run for picking up and concentrating such material; and trains run for distributing material and supplies for use in connection with operation.

**NOTE.**—Work-service trains do not include solid fuel trains and other freight trains laden with company material and running from station to station under the same operating conditions as ordinary revenue freight trains.

*Yard service.*—This class of service includes the handling of equipment being switched or used in switching other equipment, as, for example, in making or breaking up trains, serving industrial tracks, storing, weighing, or classifying cars, and other like operations, that may be made without time-table or train order authority, subject to prescribed signals. Operations incidental to a road run when performed by a road train crew are not included.

## PARTICULARS.

There should be given for each train involved (except where manifestly immaterial)—

Number.

Time-table direction in which bound at the time of accident (east, west, north, or south).

Estimated speed in miles per hour (If train was at rest, so state).

When pertinent, state whether the train was being operated in accordance with the act of Congress of March 2, 1893, requiring the use of airbrakes, how many cars were and how many were not equipped with airbrakes, and on how many the airbrakes were operative. State whether the airbrakes on the locomotive were operative. State the number of loaded cars and the number of empty cars in the train; gross weight of train; number of locomotives pushing or pulling train; number of brakemen on train; where and when locomotives, cars, and brakes were last inspected; and the number of hand brakes used (if any), together with the reason for their use. Whenever material, state also under what orders the train was moving and what were its rights of track at the particular time and place of the accident.

**27. Defective Equipment.**—In the description of equipment defects that cause or contribute to either a train or a train-service accident, the report should show, whenever significant—

Number and initial of car.

Manufacturer and type of equipment or part.

Weight, number, and other identifying marks.

Year of manufacture and year of placing in service.

When, where, and by what class of employee the equipment was last inspected, whether any defects were noted, and, if any, what remedies were applied.

In reporting accidents involving appliances subject to the Federal safety appliance acts, the Commission's Classification of Safety Appliance Defects should be followed.

Describe the defective equipment involved with sufficient particularity to permit its classification in the code of "Defects in Equipment," in Appendix A, on page 37, and furnish information as follows:

**Locomotive and parts:**

**Description—**

Type, as simple, compound, articulated, etc.

Wheel arrangement.

Weight on drivers and total weight ready for service.

**Parts—**

Firebox and attachments.

Boiler and attachments.

Cylinders and steam chests.

Reciprocating parts.

Headlight.

Pilot.

Drivers.

Truck wheels.

Other parts of running gear as enumerated under cars.

Miscellaneous parts, naming them.

In case of electric locomotives, give similarly detailed information so far as practicable.

**Cars and parts:**

Wheels.

Axes and journals.

Boxes.

Truck frames and parts, naming them.

Couplers.

Draft gear and parts, naming them.

Brakes—

(1) Power.

(2) Hand.

Underframing.

Car sides.

Car ends.

Car roofs.

Miscellaneous parts, naming them.

**Floating equipment: Give particulars.**

28. **Defective Way and Structures.**—In statements covering defects or failures of rails, rail fastenings, switches, signal or other apparatus

that caused or contributed to an accident, the report should show, whenever significant:

Manufacture and type of apparatus or part.

Weight, number, and other identifying marks.

Year of manufacture and year of placing in service.

When and by what class of employee inspected, whether any defects were noted, and if any, what remedies were applied.

Describe the defective structure or parts with sufficient particularity to permit a classification in the code of "Defects in or Improper Maintenance of Way and Structures," in Appendix A, on page 39, and give sufficient information to permit identification under the following heads:

Roadbed, including embankments, cuts, ditches, drainage, etc.  
Bridges, trestles, and culverts.

Ties, stating whether wood, steel, concrete, or other material, and, if wood, state kind and whether treated or untreated.

Rails, giving information required by Form R. If a rail failure occurs at a joint or within the space covered by angle or splice bars or at holes drilled for bonding or other purposes care should be taken to determine whether the joint or bolt or bonding holes or insulation caused or contributed to such failure, and, if determined, full particulars should be given.

Rail fastenings.

Switches.

Clearances—

Overhead.

Side.

Buildings (describing each and indicating its ordinary use).

Signal apparatus, etc.

29. **Damage.**—A brief description of the damage (if any) resulting to the equipment, way, structures, and other property of the reporting carrier should be furnished, as well as the expense occasioned thereby. Damage to the property of others than the reporting carrier should also be described, so far as practicable, and if such property is railway equipment it should be described with the same particularity as would be appropriate were it the property of the company making the report.

In determining the amount of damage to railway property (including damage to foreign cars) the cost of clearing wreck should be included, but not any amount because of damage to freight or baggage, stock on right of way, or to other property of noncarriers, or because of personal injuries. The amount reported should be subdivided so as to show damage to equipment, to other railway property, and cost of clearing wreck. If the amount of damage is not

known at the time the report is filed with the commission, it should be estimated as accurately as practicable, and the fact that it is estimated should be stated.

**30. Casualties—Classification and Particulars.—**

*Classification.*—In reporting casualties to persons the following distinctions should be observed:

*Killed.*—Any person killed in an accident at the time of its occurrence, or so seriously injured as to die within 24 hours thereafter, should be reported as "killed."

*Note.*—See section 19 for instructions relative to injuries that subsequently result in death.

*Injured.*—Employees so seriously injured as to be incapacitated from performing their ordinary duties for more than 3 days, in the aggregate, during the 10 days immediately following the accident, should be reported as injured. This rule applies both to employees on duty and to those classed as not on duty, but does not apply to employees classed as passengers or trespassers.

Other persons should be reported as injured if the injury is sufficient, in the opinion of the reporting officer, to incapacitate the injured person from following his customary vocation or mode of life for a period of more than one day. This rule applies also to employees classed as passengers or trespassers.

*Particulars.*—Personal injuries should be sufficiently described to indicate—

The part of body injured and the specific nature and extent of the injury received (which should be reported in sufficient detail to enable the Interstate Commerce Commission to classify the injury in accordance with the code on page 49).

The actual number of days of disablement if ascertained at the time the report is made and, if the disability has not terminated by that time or is not ascertainable, an estimate of the number should be shown in the appropriate column on Form T, or the absence of an estimate fully explained.

The degree to which the person is maimed, if at all.

*Note.*—When the injury is of a permanent nature that fact may be stated in lieu of the number of days' disability.

The following are to be classified as permanent injuries:

Loss of any member or part of a member, either at the time of the accident or later, through amputation caused or necessitated by the accident.

Crippling or maiming of a member, other than by the loss of a part.

Permanent internal injury.

In case of any permanent injury to arm or hand, it should be stated whether right or left arm or hand and whether the injured person is right-handed or left-handed. In case of loss of any part, the extent should be indicated, as, for example, tip of index finger on right hand, two middle fingers to second joint on left hand, left arm to elbow, loss of right eye, etc.

**CLASSIFICATION OF PERSONS.**

**31. Classification.**—For the purpose of monthly reports, persons involved in railway accidents other than nontrain accidents should be named and sufficient particulars of each person should be given to permit an appropriate classification among the following classes:

(A) Employees on duty.—An employee should be considered on duty when he is, at the request or direction of the carrier, rendering service or holding himself in readiness at his post of duty. He is not to be considered on duty while relieved from service and from responsibility for the performance of service, or while willfully and improperly absent from his post of duty. The classification of employees on duty is to be determined by the character of the work on which they are engaged, or to which they may be detailed, at the time of the accident. If this is different from that of their usual and customary duties, particulars should be given.

If any person killed or injured in an accident is known or believed to be an employee of another carrier that fact should be stated and appropriate class symbols indicating the customary occupation of the employee, with the name of the carrier by which he is employed, should be entered.

(B) Employees not on duty.—This class is restricted to employees lawfully on the premises of the carrier. Whenever an employee not on duty is injured, the report should explain the occasion of the employee's presence at the place of the accident. Employees trespassing should be included in Class (F) as trespassers. Employees (including those deadheading) riding as passengers should be included in Class (C) as passengers.

The classes of employees included in the following list are defined in the commission's rules governing the Classification of Steam Railway Employees and returns should be made in conformity with them. For each employee reported on Form T there should be shown the proper numeral to indicate the appropriate class for the employee and also the letter (A) or (B) to indicate respectively whether he was on or off duty.

The following synopsis is taken from the above-mentioned classification:

- (1) General officers, \$3,000 per annum and upward.
- (2) General officers, below \$3,000 per annum.
- (3) Division officers, \$3,000 per annum and upward.

- (4) Division officers, below \$3,000 per annum.
- (5) Clerks, \$900 per annum and upward (except No. 37).
- (6) Clerks, below \$900 per annum (except No. 37).
- (7) Messengers and attendants.
- (8) Assistant engineers and draftsmen.
- (9) M. W. & S. foremen (excluding No. 10 and No. 28).
- (10) Section foremen.
- (11) General foremen—M. E. Department.
- (12) Gang and other foremen—M. E. Department.
- (13) Machinists (excluding Nos. 14, 15, and 17).
- (14) Boiler makers.
- (15) Blacksmiths.
- (16) Masons and bricklayers.
- (17) Structural ironworkers.
- (18) Carpenters.
- (19) Painters and upholsterers.
- (20) Electricians.
- (21) Air-brake men.
- (22) Car inspectors.
- (23) Car repairers.
- (24) Other skilled laborers.
- (25) Mechanics' helpers and apprentices.
- (26) Section men.
- (27) Other unskilled laborers.
- (28) Foremen of construction gangs and work trains.
- (29) Other men in construction gangs and work trains (unskilled employees only).
- (30) Traveling agents and solicitors.
- (31) Employees in outside agencies (except Nos. 5, 6, 7, and 30).
- (32) Other traffic employees.
- (33) Train dispatchers and directors.
- (34) Telegraphers, telephoners, and block operators (except Nos. 33 and 35).
- (35) Telegraphers and telephoners operating interlockers.
- (36) Levermen (nontelegraphers).
- (37) Telegrapher-clerks.
- (38) Agent-telegraphers.
- (39) Station agents (nontelegraphers).
- (40) Station masters and assistants.
- (41) Station service employees (except Nos. 5, 6, 37, 38, 39, 40, and 66).
- (42) Yardmasters.
- (43) Yardmaster's assistants.
- (44) Yard engineers and motormen.
- (45) Yard firemen and helpers.
- (46) Yard conductors (or foremen).
- (47) Yard brakemen (switchmen or helpers).
- (48) Yard switch tenders.
- (49) Other yard employees.
- (50) Hostlers.
- (51) Enginehouse-men.
- (52) Road freight engineers and motormen.
- (53) Road freight firemen and helpers.
- (54) Road freight conductors.
- (55) Road freight brakemen and flagmen.

- (56) Road passenger engineers and motormen.
- (57) Road passenger firemen and helpers.
- (58) Road passenger conductors.
- (59) Road passenger baggagemen.
- (60) Road passenger brakemen and flagmen.
- (61) Other road train employees.
- (62) Crossing flagmen and gatemen.
- (63) Drawbridge operators.
- (64) Floating equipment employees.
- (65) Express service employees.
- (66) Policemen and watchmen.
- (67) Other transportation employees.
- (68) All other employees.

**(C) Passengers.**

- (a) On or getting on or off passenger trains.
- (b) On or getting on or off other trains.
- (c) Not on trains.

The class "Passengers" is to include passengers on trains and all persons lawfully on the premises of the carrier incidentally to traveling on its trains, including passengers temporarily off trains, as at railway restaurants, etc., and at junctions in transferring from one train to another.

**(D) Persons carried under contract.**

- (a) On or getting on or off passenger trains.
- (b) On or getting on or off other trains.
- (c) Not on trains.

By "Persons carried under contract" are meant such persons as postal clerks, express messengers, Pullman conductors and porters, city baggage transfer and omnibus agents, newsboys, peddlers, livestock tenders and others (not employees of the carrier) in charge of freight, and other like classes of persons authorized by the carrier to be on its trains primarily for the conduct of their business and not for the purpose of travel. Such persons when riding as passengers should be classed as passengers.

**(E) Other nontrespassers.**

- (a) On or getting on or off passenger trains.
- (b) On or getting on or off other trains.
- (c) Not on trains.

The class "Other nontrespassers" includes persons on public highway crossings, unless classable as trespassers, and persons on the carrier's premises by license, permission, or invitation, who are not classable as employees, passengers, or persons carried under contract, such as persons present to meet trains or to transact business with the carrier, and persons adjacent to railway premises when injured as the result of the operation of the railway. See section 5 page 10, for accidents not to be reported. (Students learning the road, etc., in anticipation of employment when sufficiently prepared should, if receiving no compensation, be included in this class.)

## (F) Trespassers, employees.

- (a) Walking along track.
- (b) Crossing tracks at public highway crossings.
- (c) Crossing tracks at other places.
- (d) Riding on trains.
- (e) Not otherwise classed.

*Trespassers, other than employees:*

## (G) Trespassers; under 14 years of age.

- (a) Walking along track.
- (b) Crossing tracks at public highway crossings.
- (c) Crossing tracks at other places.
- (d) Riding on trains.
- (e) Not otherwise classed.

## (H) Trespassers; 14 to 21 years of age.

- (a) Walking along track.
- (b) Crossing tracks at public highway crossings.
- (c) Crossing tracks at other places.
- (d) Riding on trains.
- (e) Not otherwise classed.

## (I) Trespassers; adult hoboes or tramps.

- (a) Walking along track.
- (b) Crossing tracks at public highway crossings.
- (c) Crossing tracks at other places.
- (d) Riding on trains.
- (e) Not otherwise classed.

(J) Trespassers; adults, other persons. (Includes residents of vicinity, visitors, and all other persons trespassing except itinerant unemployed.)

- (a) Walking along track.
- (b) Crossing tracks at public highway crossings.
- (c) Crossing tracks at other places.
- (d) Riding on trains.
- (e) Not otherwise classed.

Whenever persons are classed as "trespassers" the report should state the circumstances that warrant such a classification and, if possible, the regular occupation of such persons killed or injured.

No person should be classed as a trespasser on a highway grade crossing unless the crossing is protected by gates, or other similar barriers, which were closed when the person went on the crossing.

**APPENDIX A.**

For convenient reference and information, there follow in this appendix certain codes pertaining to railway accidents that are primarily intended for use in the Bureau of Statistics of the Interstate Commerce Commission in connection with its compilations from accident reports. A knowledge of these codes with respect to their application should be of much assistance to railway officials concerned with the preparation of accident returns, and the attention of such officials is directed to them to the end that in their monthly accident reports they may supply such details of accidents as are requisite for the coding of particulars in the reports in accordance with the codes presented. The numbers and symbols employed in the codes are not to be inserted by carriers in the reports rendered by them to the Commission except to such an extent as may be required by specific instructions elsewhere given.

**TRAIN ACCIDENTS—CODE OF CLASSES.**

## 1. COLLISIONS—CLASS C.

Class.	Trains.
1. Rear-end (a).	1. Freight and freight.
2. Head-on (b).	2. Freight and passenger.
3. Broken-train (c).	3. Freight and mixed.
4. Side or raking (d).	4. Freight and miscellaneous.
5. Railway crossing, private (e).	5. Passenger and passenger.
6. Railway crossing, highway (f).	6. Passenger and mixed.
7. Trains with cars not in trains (g).	7. Passenger and miscellaneous.
8. Switching (h).	8. Mixed and mixed.
9. Not elsewhere classifiable (i).	9. Mixed and miscellaneous.
O.	O. Miscellaneous and miscellaneous.
L.	L. Single passenger.
T.	T. Single other than passenger.

## TRAIN ACCIDENTS—CODE OF CLASSES—Continued.

## 2. DERAILMENTS—CLASS D.

Class.	Train.
1. Defects in or failures of power brake apparatus, hose, etc. (a).	1. Freight, under 30 cars.
2. Defects in or failures of couplers (b).	2. Freight, 30 to 59 cars.
3. Other defects in or failures of locomotives or cars (c).	3. Freight, 60 cars or over.
4. Defects in track, bridges, switches, signals, or other defects in roadway (d).	4. Passenger, under 5 cars.
5. Accidental obstructions or defects in track (e).	5. Passenger, 5 to 9 cars.
6. Obstructions at highway crossings (f).	6. Passenger, 10 cars or over.
7. Negligence, mistake, or misconduct of trainmen or other employees (g).	7. Mixed, under 30 cars.
8. Malicious acts of nonemployees (h).	8. Mixed, 30 to 59 cars.
9. Ascertained causes not classifiable under any preceding head (i).	9. Mixed, 60 cars or over.
O. Unknown causes (j).	O. Special.
L.	L. Work.
T.	T. Miscellaneous.

## 3. LOCOMOTIVE BOILER ACCIDENTS—CLASS B.

Class.	Train.
1. Shell explosions (a).	1. Freight.
2. Crown-sheet explosions, low water, no contributing causes (b).	2. Passenger.
3. Crown-sheet explosions, low water, contributing causes (c).	3. Mixed.
4. Other explosions (d).	4. Special.
5. Tubing or pipes subject to steam pressure, defects in or failures of (e).	5. Work.
6. Other boiler accidents (f).	6. Yard (switching).
7.	7. Other.
8.	8.
9.	9.
O.	O.
L.	L.
T.	T.

## 4. OTHER LOCOMOTIVE ACCIDENTS—CLASS L.

Class.	Train.
1. Cylinders (a).	1. Freight.
2. Driving gear and machinery (b).	2. Passenger.
3. Wheels and axles (c).	3. Mixed.
4. Tenders (d).	4. Special.
5. Miscellaneous (e).	5. Work.
6.	6. Yard (switching).

## TRAIN ACCIDENTS—CODE OF CLASSES—Continued.

## 4. OTHER LOCOMOTIVE ACCIDENTS—CLASS L—Continued.

Class.	Train.
7.	7. Other.
8.	8.
9.	9.
O.	O.
L.	L.
T.	T.

## 5. MISCELLANEOUS TRAIN ACCIDENTS—CLASS M.

Class.	Train.
1. Striking trolley cars, automobiles, etc., at public highway crossings (a).	1. Freight.
2. Other miscellaneous train accidents (b).	2. Passenger.
3.	3. Mixed.
4.	4. Special.
5.	5. Work.
6.	6. Yard (switching).
7.	7. Other.
8.	8.
9.	9.
O.	O.
L.	L.
T.	T.

## TRAIN ACCIDENTS—CODE OF CAUSES.

## 1. NEGLIGENCE OF EMPLOYEES.

## 1. TRAIN ORDERS:

1. Error in transmission or copying, telegraph.
2. Error in transmission or copying, telephone.
3. Failure to deliver.
4. Other improper handling of by train dispatcher.
5. Other improper handling of by operator.
6. Misunderstanding by train crew.
7. Meeting point, overrunning.
8. Running without, train crew.
9. Other failure of train crew to obey.
10. Other improper handling of by train crew.
11. Other negligence in connection with train orders.

## 2. FIXED SIGNALS:

1. Clear signal displayed for occupied block.
2. Caution signal displayed for occupied block.
3. Clear distant signal displayed with home signal at stop.
4. Train order signal, failure to display.
5. Restore signal to normal, failure to.
6. Position of signal improperly changed in face of approaching train.
7. Other improper display of signals.
8. Stop signal, disregard of.
9. Caution signal, disregard of.
10. Train order signal, disregard of.

## TRAIN ACCIDENTS—CODE OF CAUSES—Continued.

## 1. NEGLIGENCE OF EMPLOYEES—Continued.

## 2. FIXED SIGNALS—Continued.

11. Switch signal, disregard of.
12. Signal light out, disregard of.
13. Failure to keep proper lookout for signals resulting in emergency application of brakes.
14. Other improper observance or disregard of signals.

## 3. HAND SIGNALS:

1. Failure to give.
2. Failure to pass.
3. Failure to regard.
4. Failure to stop when signals could not be seen.
5. Failure to watch for signals.
6. Wrong signal given.
7. Misunderstanding of signals.
8. Other negligence.

## 4. TRAIN FLAGGING:

1. Total failure to flag.
2. Failure to flag promptly.
3. Failure to go back a sufficient distance.
4. Torpedoes, failure to use or to place properly.
5. Fusees, failure to use or to place properly.
6. Failure to carry flagman's equipment.
7. Other improper flagging.
8. Total disregard of flag.
9. Failure to be on lookout or to regard flag in time.
10. Torpedoes, failure to regard.
11. Fusees, failure to regard.
12. Other failures to regard flagging.

## 5. AIR BRAKES:

1. Insufficient air pressure, failure of engineman to observe.
2. Improperly releasing air brakes.
3. Emergency application, unjustifiable.
4. Other improper handling by engineman.
5. Failure to test.

## 5. AIR BRAKES—Continued.

6. Application from train other than from locomotive, unjustifiable.
7. Retaining valves, failure to set sufficient number.
8. Failure to have proper percentage in service.
9. Other improper handling.

## 6. HAND BRAKES:

1. Failure to control by.
2. Failure to secure by.
3. Failure properly to test.
4. Other negligence.

## 7. SWITCHES:

1. Switch set in wrong position.
2. Switch thrown under locomotives or cars.
3. Wrong switch thrown.
4. Failure to latch or secure lever.
5. Failure to see that switch points fit up properly.
6. Switch thrown before car cleared derail.
7. Switches run through.
8. Derail—running off.
9. Other negligence in connection with the operation of switches from interlocking tower.
10. Other negligence in connection with the operation of switches by hand.

## 8. OTHER FORMS OF NEGLIGENCE OF EMPLOYEES:

1. Excessive speed or failure to run with proper caution in yard limits.
2. Other excessive speed in violation of permanent orders.
3. Excessive speed in violation of temporary orders.
4. Opposing trains, failure to identify.
5. Signals for following section, improper display or absence of, or failure of locomotive crew to notify opposing trains.

## TRAIN ACCIDENTS—CODE OF CAUSES—Continued.

## 1. NEGLIGENCE OF EMPLOYEES—Continued.

## 8. OTHER FORMS OF NEGLIGENCE OF EMPLOYEES—Continued.

6. Signals for following section, failure to observe.
7. Markers, improper display or absence of.
8. Headlight extinguished.
9. Headlight, failure to conceal according to rule.
10. Superior trains, failure to clear.
11. Meeting point, overrunning.
12. Meeting or passing point, failure to clear switch or other tracks.
13. Otherwise fouling switches.
14. Occupying main track without authority.

15. Asleep on duty.
16. Schedule, running ahead of.
17. Failure of maintenance or other employees to put out slow flag or otherwise to protect when obstructing track.

18. Disregard of slow flag or other protection placed by maintenance, or other employees.

19. Failure of crossing flagman or gateman properly to protect highway traffic.
20. Car doors not closed or secured.

21. Joint failure to protect and disregard of caution or other signal.

22. Joint failure to protect and failure to run with caution in yard limits.

23. Low water in locomotive boiler.

## 8. OTHER FORMS OF NEGLIGENCE OF EMPLOYEES—Continued.

24. Failure of engineman to whistle or give other warning according to rules.
25. Failure of conductor properly to supervise movement.
26. Absence of man in front of leading car being pushed.
27. Improper handling of cars or locomotives in switching or coupling.
28. Cars or locomotives on adjoining track not clearing, failure to observe.
29. Cutting off cars without rider to control.
30. Failure of rider to get on cars to control.
31. Cutting off cars at excessive speed.
32. Cars stalling, failure to bleed air.
33. Poling cars.
34. Turntable, failure to latch or secure.
35. Running of locomotive by unauthorized employee.
36. Cars off track ends (not otherwise classified).
37. Assigning cars to yard track occupied by other cars.
38. Coupling not properly made.
39. Locomotive left with lever not on center.
40. Negligence of station, maintenance, or other employees in leaving baggage trucks, hand cars, or other obstructions too close to track.
41. Other negligence of employees.

## 2. DEFECTS IN EQUIPMENT.

## 1. LOCOMOTIVE BOILERS AND APPURTENANCES:

1. Arch tubes.
2. Ash-pan blowers.
3. Blow-off cocks.
4. Boiler checks.

## 1. LOCOMOTIVE BOILERS AND APPURTENANCES—Continued.

5. Flues.
6. Injectors and connections (not including injector steam pipes).

## TRAIN ACCIDENTS—CODE OF CAUSES—Continued.

## 2. DEFECTS IN EQUIPMENT—Continued.

1. LOCOMOTIVE BOILERS AND APPURTENANCES—Continued.
  7. Injector steam pipes.
  8. Lubricators and connections.
  9. Lubricator glasses.
  10. Patch bolts.
  11. Plugs (arch tube and washout).
  12. Plugs in fire-box sheets.
  13. Rivets.
  14. Stay bolts or studs, including crown and cross stays.
  15. Steam piping, blowers, and steam valves, including superheater tubes and safety valves.
  16. Water glasses and fittings.
  17. Miscellaneous.
2. OTHER PARTS AND APPURTENANCES OF LOCOMOTIVES AND TENDERS:
  1. Air reservoirs or pumps.
  2. Crank pins, collars, etc.
  3. Cross heads and guides.
  4. Cylinder heads and steam chests.
  5. Headlights and appurtenances.
  6. Piston and piston rods.
  7. Rods, main and side.
  8. Valve gear, eccentrics, and rods.
  9. Other machinery on locomotives and tenders.
  10. Pilots, loose or defective.
  11. Trucks, light weight on.
  12. Drivers, excessive lateral motion.
  13. Miscellaneous.
3. TRUCKS:
  1. Arch bar, bent or broken.
  2. Bolster, broken.
  3. Truck frame, broken, bent, or twisted.
  4. Center pin, broken or bent.
  5. Center plates, broken or bent.
  6. Center plates, dry or rusty.
  7. Column, broken.
  8. Column bolt or nut, broken or missing.
  9. Spring plank, bent or broken.
  10. Journal box bolt, broken.
  11. Journal box bolt, missing.

3. TRUCKS—Continued.
  12. Journal boxes, excessive lateral motion.
  13. New trucks, untried.
  14. Side bearing clearance, excessive.
  15. Side bearing clearance, insufficient.
  16. Side bearings, broken or missing.
  17. Side bearings, short.
  18. Side bearings, other defects of.
  19. Spring hanger, broken.
  20. Spring hanger bolt, broken.
  21. Springs, weak or broken.
  22. Swing motion hanger, broken.
  23. Swing motion hanger, roller bar broken.
  24. Tie bar, broken.
  25. Transom, broken.
  26. Trucks, light weight on.
  27. Other defects in trucks.
4. WHEELS AND AXLES:
  1. Cast-iron wheels, broken, overheating.
  2. Cast-iron wheels, broken, other causes.
  3. Cast-steel wheels, broken, overheating.
  4. Cast-steel wheels, broken, other causes.
  5. Forged-steel wheels, broken, overheating.
  6. Forged-steel wheels, broken, other causes.
  7. Other wheels, broken, overheating.
  8. Other wheels, broken, other causes.
  9. Wheels, flanges worn.
  10. Wheels, flanges broken, cracked, etc.
  11. Wheels, tires loose.
  12. Wheels, tires broken or cracked.
  13. Wheels, flat.
  14. Wheels, loose.
  15. Wheels, out of gage.
  16. Wheels, improperly counterbalanced.
  17. Other defects in wheels.

## TRAIN ACCIDENTS—CODE OF CAUSES—Continued.

## 2. DEFECTS IN EQUIPMENT—Continued.

4. WHEELS AND AXLES—Continued.
  18. Axle, bent.
  19. Axle, broken.
  20. Journal, fractured or broken, due to defects.
  21. Journal, broken, due to overheating.
  22. Journal, broken, due to other causes.
  23. Other defects in axles.
5. POWER BRAKES AND APPURTENANCES EXCEPT AIR RESERVOIRS AND PUMPS ON LOCOMOTIVES:
  1. Angle cocks, broken or otherwise defective.
  2. Hose blowing off, defective threads, etc.
  3. Hose breaking or bursting.
  4. Hose coupling, broken or otherwise defective.
  5. Train line (brake-pipe), broken or otherwise defective.
  6. Triple valves, lazy, dirty, or otherwise defective.
  7. Unequal braking power.
  8. Other defects in power brakes.
6. HAND BRAKES, BRAKE RIGGING, AND APPURTENANCES:
  1. Brake beam, broken, disconnected, displaced, etc.
  2. Brake chains or bolts, breaking or giving way.
  3. Brake chains, kinking, twisting, overlapping, or too long.
  4. Brake hanger, broken or disconnected.
  5. Brake rod, broken, defective, or disconnected.
  6. Brake shaft, broken or defective.
  7. Brake shoe, worn, broken, or missing.
7. COUPLERS:
  1. Head rod, key of, missing.
  2. Knuckle, broken.
  3. Knuckle, worn.
  4. Knuckle lock, broken or defective.
  5. Knuckle pin, broken.
  6. Coupler too high.
  7. Coupler too low.
  8. Head, broken.
  9. Coupler shank, broken.
  10. Other defects in couplers.
8. DRAFT RIGGING:
  1. Draft timbers spreading or breaking.
  2. Coupler yoke, broken.
  3. End sills, poor condition.
  4. Coupler yoke rivets or bolts, broken.
  5. Draft bolts, broken.
  6. Other defective draft rigging.
9. CAR BODIES AND OTHER PARTS OF EQUIPMENT:
  1. Cars, end sills of, weak, broken, or otherwise defective.
  2. Cars, ratchets, etc., on drop doors defective.
  3. Cars, weak or defective, not otherwise classified.
  4. Car doors.
  5. Car roofs.
  6. Other defects in car bodies.
  7. Miscellaneous.

## 3. DEFECTS IN OR IMPROPER MAINTENANCE OF WAY AND STRUCTURES.

1. BRIDGES, TRESTLES, CULVERTS, AND TUNNELS:
  1. Bridges, structural defect or failure.
1. BRIDGES, TRESTLES, CULVERTS, AND TUNNELS—Continued.
  2. Bridges, improper or insufficient maintenance.

**TRAIN ACCIDENTS—CODE OF CAUSES—Continued.****3. DEFECTS IN OR IMPROPER MAINTENANCE, ETC.—Continued.**

1. BRIDGES, TRESTLES, CULVERTS, AND TUNNELS—Continued.

3. Bridges, capacity insufficient for weight of current traffic.
4. Trestles, structural defect or failure.
5. Trestles, improper or insufficient maintenance.
6. Trestles, capacity insufficient for weight of current traffic.
7. Culverts, structural defect or failure.
8. Culverts, improper or insufficient maintenance.
9. Culverts, capacity insufficient for weight of current traffic.
10. Tunnels, structural defect or failure.
11. Tunnels, improper or insufficient maintenance.
12. Other defects in or failures of bridges, trestles, culverts, and tunnels.

2. TIES AND TIE PLATES:

1. Ties, broken.
2. Ties, decayed.
3. Ties, soft, poor quality of timber.
4. Ties, insufficient number.
5. Ties, insufficient size.
6. Tie plates, broken or otherwise defective.
7. Other defects in ties and tie plates.

3. RAILS AND JOINTS:

1. Broken rail.
2. Flow of metal.
3. Crushed head.
4. Split head.
5. Split web.
6. Broken base.
7. Other forms of rail failures, not due to wear.
8. Rails, spreading because improperly spiked or braced.
9. Rails, spreading because joints loosely or improperly bolted.
10. Rails, spreading, other causes.

3. RAILS AND JOINTS—Continued.

11. Rails, giving way because of worn condition.
12. Rail joints, angle bars broken or otherwise defective.
13. Rail joints, failure at, due to insulation for signal apparatus.
14. Rail joints, loosely or improperly bolted (except No. 9).
15. Rail joints, absence of angle bars.
16. Rail joints, improperly compromised.
17. Compromise joints, angle bars broken or other joint failure.
18. Other defects in rail joints.

4. FROGS AND SWITCHES:

1. Frogs, bolts of, broken or missing.
2. Frogs, guard rail defective.
3. Frogs, guard-rail fastenings defective.
4. Frogs, spring defective.
5. Frogs, spring bolts loose or defective.
6. Frogs, wing rails broken.
7. Frogs, point broken.
8. Other defects in frogs.
9. Switch-detector bar, broken or defective.
10. Switch, lost motion.
11. Switch lug, broken.
12. Switch point, bent or sprung.
13. Switch point, broken.
14. Switch point, worn.
15. Switch stand, broken or defective.
16. Switch, throw rod broken.
17. Switch, throw rod disconnected.
18. Switch indicator, defective.
19. Keeper or latch, broken, defective, or missing.
20. Electric or interlocking parts or appurtenances defective or out of order, causing false indication, imperfect connection, or other fault.

**TRAIN ACCIDENTS—CODE OF CAUSES—Continued.****3. DEFECTS IN OR IMPROPER MAINTENANCE, ETC.—Continued.**

4. FROGS AND SWITCHES—Continued.

21. Other defects in or improper maintenance of switches.

5. OTHER TRACK PARTS OR APPURTENANCES:

1. Break.
2. Misfit.
3. Improperly fastened.
4. Miscellaneous.

6. INTERLOCKING AND BLOCK SIGNAL SYSTEM:

1. Signal displaying false "clear" for caution.
2. Signal displaying false "clear" for stop.
3. Signal displaying false "caution" for stop.
4. Other improper indications of.
5. Improper location of signal.
6. Other defects in, or improper maintenance of, signal system.

7. MISCELLANEOUS:

1. Guard rail, improperly placed.
2. Guard rail, improperly secured.
3. Insufficient superelevation of track.
4. Excessive superelevation of track.
5. Uneven superelevation of track.
6. Improper alignment of track.
7. Improper surface of track.
8. Low joints.
9. Track settling, new fill.
10. Insufficient ballast.
11. Gage, improper.
12. Drainage, imperfect.
13. Turntable latch, defective.
14. Excessive curvature.
15. Other defects in or improper maintenance of way and structures not classified.

**4. MISCELLANEOUS CAUSES.**

1. IMPROPER LOADING:

1. Unequal distribution of load.
2. Car overloaded.
3. Load shifting.
4. Load falling on track.
5. Other improper loading of car.

2. NEGLIGENCE OF NONEMPLOYEES:

1. Failure to control cars on sidings.
2. Failure to secure cars on sidings.
3. Other negligence of nonemployees.

3. MALICIOUS ACTS OR OTHER MISBEHAVIOR OF NONEMPLOYEES:

1. Obstructions placed on tracks.
2. Switches tampered with.
3. Signals tampered with.
4. Brakes tampered with.
5. Tracks tampered with.
6. Incendiaryism.
7. Other malicious acts or misbehavior of nonemployees.

4. OTHER ASCERTAINED CAUSES:

1. Bridges, trestles, or culverts damaged or washed out by rain or floods, etc.
2. Ballast or roadbed damaged or washed out by rain or floods, etc.
3. Accidental fires, equipment damaged by.
4. Bridges, trestles, or culverts damaged or destroyed by accidental fires.
5. Animals on track.
6. Switch or frog, obstacles in.
7. Landslides, boulders, etc.
8. Snow and ice on tracks.
9. Obstructions caused by other train accidents.
10. Car roofs or doors on track.
11. Automobile struck by train.
12. Motorcycle struck by train.
13. Bicycle struck by train.
14. Trolley car struck by train.

## TRAIN ACCIDENTS—CODE OF CAUSES—Continued.

## 4. MISCELLANEOUS CAUSES—Continued.

4. OTHER ASCERTAINED CAUSES—Continued.
15. Other vehicle struck by train.
16. Automobile ran into side of train.
17. Motorcycle ran into side of train.
18. Bicycle ran into side of train.
19. Trolley car ran into side of train.
20. Other vehicle ran into side of train.
21. Other grade crossing accidents.
22. Other obstructions not specified
23. Worn flange and worn switch point, combination.
24. Improper side bearing clearance and irregular surface of tracks, combination.
25. Improper side bearing clearance and improper superelevation of track, combination.
26. Improper loading of cars and irregularities in track, combination.

4. OTHER ASCERTAINED CAUSES—Continued.
27. Shifting cars on or off floats.
28. Dragging ballast with tie.
29. Other ascertained causes.
5. UNASCERTAINED CAUSES:
  1. Probable negligence of employees.
  2. Probable defects in or failures of equipment.
  3. Probable defects in or improper maintenance of way and structures.
  4. Employee having knowledge fatally injured, no other witness.
  5. Employee having knowledge leaving service before investigation.
  6. Wreck fully investigated, but cause undetermined.
  7. Wreck not investigated.
  8. Insufficient information.

## TRAIN-SERVICE ACCIDENTS—CODE OF CLASSES.

## 6. TRAIN-SERVICE ACCIDENTS—CLASS S.

Class.	Trains.
1. Coupling or uncoupling locomotives or cars ( <i>a</i> ).	1. Freight.
2. Coupling or uncoupling air or steam hose or safety chains ( <i>b</i> ).	2. Passenger.
3. Operating locomotives ( <i>c</i> ).	3. Mixed.
4. Operating hand brakes ( <i>d</i> ).	4. Special.
5. Operating switches ( <i>e</i> ).	5. Work.
6. Coming in contact with fixed structures ( <i>f</i> ).	6. Yard (switching).
7. Getting on or off cars or locomotives ( <i>g</i> ).	7. Other.
8. Grade crossing accidents ( <i>h</i> ).	8.
9. Miscellaneous ( <i>i</i> ).	9.
O.	O.
L.	L.
T.	T.

## TRAIN-SERVICE ACCIDENTS—CODE OF CAUSES.

## 6. TRAIN-SERVICE ACCIDENTS—CLASS S—Continued.

## COUPLING AND UNCOUPLING LOCOMOTIVES OR CARS:

1. Adjusting coupler, unexpected movement of cars due to slack.
2. Adjusting coupler, unexpected movement of cars due to mistake or misunderstanding in giving or observing hand signals.
3. Adjusting coupler, unexpected movement of cars due to other causes.
4. Adjusting coupler, when moving cars were nearing each other.
5. Adjusting coupler on moving car, lost footing.
6. Adjusting coupler with foot, cars moving, not otherwise classified.
7. Adjusting coupler with foot, cars not moving, not otherwise classified.
8. Adjusting coupler, part of coupler fell striking person.
9. Coupling or uncoupling with chains or other emergency appliances.
10. Uncoupling without using lever, lever operative.
11. Uncoupling without using lever, lever inoperative.
12. Uncoupling lever, manipulation of.
13. Uncoupling, lost footing.
14. Uncoupling, falling from cars.
15. Foot caught in frog, switch, or guard rail.
16. Miscellaneous.

## COUPLING AND UNCOUPLING AIR HOSE (OR TURNING ANGLE COCKS), STEAM HOSE, AND SAFETY CHAINS:

1. Air or steam hose, angle cocks or safety chains, cars moved while manipulating.
2. Air or steam hose, angle cocks or safety chains, going between moving cars to manipulate.

## COUPLING AND UNCOUPLING AIR HOSE, ETC.—Continued.

3. Air hose, uncoupling, struck by hose because of sudden release of air.
4. Steam hose, burned by hot water or steam from.
5. Miscellaneous.
- OPERATING LOCOMOTIVES:
1. Shaking grates or dumping ash pans, lever slipping off.
2. Shaking grates or dumping ash pans, slipping or falling.
3. Shaking grates or dumping ash pans, coming in contact with hot parts of locomotives, tools, or coals.
4. Shaking grates or dumping ash pans, not otherwise classified.
5. Shoveling coal, slipping or falling.
6. Shoveling coal, coming in contact with hot parts of locomotives, tools, or coals.
7. Shoveling coal, struck hands or body against other parts of locomotives, or other objects.
8. Shoveling coal, not otherwise classified.
9. Using fire hook, scraper, poker, or pick, slipping or falling.
10. Using fire hook, scraper, poker, or pick, coming in contact with hot parts of locomotives, tools, or coals.
11. Using fire hook, scraper, poker, or pick, struck hands or body against parts of locomotives, or other objects.
12. Using fire hook, scraper, poker, or pick, not otherwise classified.
13. Fire hook, scraper, poker, or pick improperly placed when not in use.
14. Water plug, operating, lost balance, fell or slipped.
15. Water plug, operating, locomotive moved unexpectedly.
16. Water plug, operating, not otherwise classified.

**TRAIN ACCIDENTS—CODE OF CAUSES—Continued.****6. TRAIN-SERVICE ACCIDENTS—CLASS S—Continued.****OPERATING LOCOMOTIVES—Continued.**

17. Water scoop, operating.
18. Coaling engines.
19. Wrenches, slipping on nut, etc.
20. Reverse lever, operating.
21. Blaze from fire box.
22. Squirt hose becoming disconnected or bursting.
23. Squirt hose, valve left open or careless handling.
24. Steam, hot oil, hot water, or other hot substances or objects (except Nos. 3, 6, and 10).
25. Tank manhole, falling into, cover left off or open.
26. Coal rolling over coal board or off top of pile.
27. Slipping or falling on locomotive or tender, not otherwise classified.
28. Miscellaneous.

**OPERATING HAND BRAKES:**

1. Brake chains or bolts breaking or giving way.
2. Brake chains kinking, twisting, overlapping, or too long.
3. Brake shaft, broken or defective.
4. Brake wheel, loose or defective.
5. Pawl or ratchet, defect in or failure of.
6. Defective hand brakes not included above.
7. Pawl slipping or accidentally knocked out of ratchet, no defects.
8. Brake club slipping in wheel.
9. Brake club, struck by, because wheel flew around.
10. Brake club, standard, breaking.
11. Brake club, not standard, breaking.
12. Slipping or falling because of ice or snow on cars or locomotives.
13. Losing hold, slipping, or falling, not otherwise classified.
14. Using or holding hand brakes against air.
15. Caught between running boards.

**OPERATING HAND BRAKES—Continued.**

16. Miscellaneous.

**OPERATING SWITCHES:**

1. Switch lever flying up.
2. Switch lever or ball falling on or catching hand or foot.
3. Slipping or falling on ice or snow on tracks or elsewhere.
4. Tripping, slipping, or falling, not otherwise classified.
5. Caught between locomotive or car and switch lever or stand.
6. Struck by locomotives or cars.
7. Miscellaneous.

**COMING IN CONTACT WITH FIXED STRUCTURES:**

1. Bridges, overhead.
2. Bridges, side members.
3. Buildings or gates, not otherwise provided for.
4. Coal chutes, aprons, docks, elevators, etc., used for company fuel.
5. Enginehouse or roundhouse walls, doors, or doorways.
6. Fences, track, cattle-guard, etc.
7. Mail cranes (normal or in position for mail delivery).
8. Overhang at station or other buildings.
9. Platforms.
10. Poles (telegraph, telephone, electric light, signal, etc.).
11. Scale housings.
12. Signal arms or other parts or appurtenances of signal apparatus.
13. Snowshed, roofs.
14. Snowshed, walls.
15. Stock chutes or pens.
16. Switch stands, lamps, targets, dwarf signals, etc.
17. Tunnels, overhead walls.
18. Tunnels, side walls.
19. Warning guards or ticklers.
20. Water and fuel-oil standpipes and spouts.
21. Wires or pipes, overhead.
22. Other fixed structures.

**TRAIN ACCIDENTS—CODE OF CAUSES—Continued.****6. TRAIN-SERVICE ACCIDENTS—CLASS S—Continued.****GETTING ON OR OFF CARS OR LOCOMOTIVES:**

1. Handhold or grab iron, missing or losing hold of.
2. Handhold or grab iron, defective.
3. Step, stirrup, or footboard, missing footing or slipping on (except Nos. 12 to 18 and 26).
4. Step, stirrup, or footboard, defective.
5. Ladder, missing footing or slipping on or losing hold of rung.
6. Ladder, defective.
7. Striking hands, arms, feet, legs, head, or body against cars or locomotives.
8. Stepping or tripping on coal, boards, stone, rubbish, or other loose or refuse material, or in holes.
9. Stepping or tripping on ties, rails, ballast, etc. (part of track).
10. Slipping on ice or snow on ground.
11. Slipping on ice or snow on locomotives or freight cars.
12. Slipped or fell on or off coach steps, heel of shoe catching.
13. Slipped or fell on or off coach steps, foot catching in clothing.
14. Slipped or fell on or off coach steps, ice or snow on step.
15. Slipped or fell on or off coach steps, defective step.
16. Slipped or fell on or off coach steps, train starting.
17. Slipped or fell on or off coach steps, locomotive coupling to train.
18. Slipped or fell on or off coach steps, not otherwise classified.

**GETTING ON OR OFF CARS OR LOCOMOTIVES—Continued.**

19. Slipped or fell on passenger station platform, ice or snow on platform.
20. Slipped or fell on passenger station platform, defective platform.
21. Slipped or fell on passenger station platform, not otherwise classified.
22. Falling, slipping, tripping, or ankle turned or sprained, not otherwise classified.
23. Missing footing on porter's footstool, misplaced.
24. Missing footing on porter's footstool, not misplaced.
25. Struck by locomotives or cars.
26. Getting on front end of approaching locomotive.
27. Coming in contact with trucks (baggage, express, mail, etc.).
28. Coming in contact with or tripping over baggage, express matter, etc.
29. Jumping from locomotive or car in anticipation of a train accident.
30. Miscellaneous.

**PUBLIC HIGHWAY GRADE CROSSING ACCIDENTS:**

1. Pedestrian struck by train.
2. Automobile struck by train.
3. Motorcycle struck by train.
4. Bicycle struck by train.
5. Trolley car struck by train.
6. Other vehicles struck by train.
7. Automobile ran into side of train.
8. Motorcycle ran into side of train.
9. Bicycle ran into side of train.
10. Trolley car ran into side of train.
11. Other vehicles ran into side of train.
12. Other grade crossing accidents.

## TRAIN ACCIDENTS—CODE OF CAUSES—Continued.

## 6. TRAIN-SERVICE ACCIDENTS—CLASS S—Continued.

## MISCELLANEOUS:

1. Handling baggage, mail, or express.
2. Handling freight or material.
3. Turntable, ash or inspection pits, falling into.
4. Falling off or through bridges, trestles, or culverts not equipped with handrails or footwalks.
5. Falling off or through bridges, trestles, or culverts equipped with handrails or footwalks.
6. Cars coming together, failure to apply hand brakes in time.
7. Sudden stopping, starting, lurch, or jerk of locomotive, car, or train (no negligence or defect).
8. Sudden application of brakes, improper handling of air.
9. Sudden application of brakes, air hose bursting, parting, or otherwise defective.
10. Sudden application of brakes, defective air-brake equipment.
11. Sudden application of brakes, failure to keep proper lookout.
12. Cars or locomotives on adjacent track not into clear, struck by, while riding on locomotive or car.
13. Cars or locomotives on adjacent track into clear, struck by, while riding on locomotive or car.
14. Fire hook or other tools extending over side of locomotive or tender, struck by, while riding on locomotives, cars, or trains.
15. Loose or swinging freight-car doors, struck by, while riding on locomotives, cars, or trains.

## MISCELLANEOUS—Continued.

16. Other projections on trains, struck by, while riding on locomotives, cars, or trains.
17. Car doors failing off.
18. Stepping from one car to another, slipping or falling.
19. Crossing over between cars.
20. Stepping or tripping on coal, boards, stone, rubbish, or other loose or refuse material, or in holes.
21. Stepping or tripping on ties, rails, ballast, etc. (part of track).
22. Falling or tripping over material, lumber, ties, rails, etc.
23. Falling or tripping over air or steam line, switch rods, or levers, signal wires, third rail, etc.
24. Slipping or falling on platforms, stairways, steps, etc.
25. Slipping on ice or snow on cars or locomotives.
26. Slipping on ice or snow on tracks or elsewhere.
27. Slipping, tripping or falling on top of box or in open cars, not otherwise classified.
28. Baggage in coach aisle, tripping over.
29. Slipping or falling in coach aisles, not otherwise classified.
30. Closing or opening trap doors on cars.
31. Closing or opening sliding baggage-car doors.
32. Closing or opening sliding box-car doors.
33. Unexpected closing of car doors, no defects.
34. Unexpected closing of car doors, defective keeper or other defects.

## TRAIN ACCIDENTS—CODE OF CAUSES—Continued.

## 6. TRAIN-SERVICE ACCIDENTS—CLASS S—Continued.

## MISCELLANEOUS—Continued.

35. Struck by coach trap doors operated by trainmen.
36. Struck by coach trap doors operated by passengers.
37. Struck by defective coach trap doors, accidentally opening or closing.
38. Adjusting car windows, defects.
39. Adjusting car windows, no defects.
40. Coal, coke, or other material falling from cars or tender.
41. Splinters or nails.
42. Poling cars.
43. Roping cars.
44. End gate of car falling on person caught between gate and post.
45. Load shifting.
46. Cars or locomotives coming against cars placed for loading or unloading.
47. Cars or engines coming against cars being repaired, protected by signal.
48. Cars or locomotives coming against cars being repaired, unprotected by signal.
49. Coming in contact with electric current from third rail.
50. Coming in contact with electric current from catenary construction.

## MISCELLANEOUS—Continued.

51. Coming in contact with electric current from other sources.
52. Caught between locomotives or cars while standing or walking between parallel tracks.
53. Caught between locomotives or cars and fixed structures except while riding on or getting on or off locomotives or cars.
54. Spark, cinder, dust, etc., in eye.
55. Icing cars.
56. Stones or other objects "picked up" by train.
57. Trains striking tools or similar objects on or at side of track.
58. Hand cars, struck by locomotives or cars, when no damage to railway property results.
59. Baggage, parcels, etc., falling from racks in cars.
60. Standing, walking, or running alongside trains, cars, or locomotives.
61. Falling from locomotives or cars, not otherwise classified.
62. Struck by locomotives or cars at private crossings.
63. Struck by locomotives or cars, not otherwise classified.
64. Miscellaneous.

## CODE OF CLASS OF PERSON.

(See pages 29 to 31 for classes of employees.)

0. Employees on duty (A).
1. Employees not on duty (B).
2. Passengers (C).
  1. On or getting on or off passenger trains (a).
  2. On or getting on or off other trains (b).
  3. Not on trains (c).
3. Persons carried under contract (D).
  1. On or getting on or off passenger trains (a).
  2. On or getting on or off other trains (b).
  3. Not on trains (c).
4. Other nontrespassers (E).
  1. On or getting on or off passenger trains (a).
  2. On or getting on or off other trains (b).
  3. Not on trains (c).
5. Trespassers, employees (F).
  1. Walking along tract (a).
  2. Crossing tracks at public highway crossings (b).
  3. Crossing tracks at other places (c).
  4. Riding on trains (d).
  5. Not otherwise classed (e).

*Trespassers, other than employees:*

6. Trespassers; under 14 years of age (G).
  1. Walking along track (a).
  2. Crossing tracks at public highway crossings (b).
  3. Crossing tracks at other places (c).
  4. Riding on trains (d).
  5. Not otherwise classed (e).
7. Trespassers; 14 to 21 years of age (H).
  1. Walking along track (a).
  2. Crossing tracks at public highway crossings (b).
  3. Crossing tracks at other places (c).
  4. Riding on trains (d).
  5. Not otherwise classed (e).
8. Trespassers; adult hoboes or tramps (I).
  1. Walking along track (a).
  2. Crossing tracks at public highway crossings (b).
  3. Crossing tracks at other places (c).
  4. Riding on trains (d).
  5. Not otherwise classed (e).
9. Trespassers; adults other than hoboes or tramps (J).
  1. Walking along track (a).
  2. Crossing tracks at public highway crossings (b).
  3. Crossing tracks at other places (c).
  4. Riding on trains (d).
  5. Not otherwise classed (e).

## CODE OF NATURE OF INJURY.

1. Bruise.	6. Dislocation.
2. Sprain or strain.	7. Fracture.
3. Cut or laceration.	8. Amputation or severance.
4. Electrical shock or burn.	9. Other injury.
5. Other burn.	

Each of the above classes should be subdivided to show the part of the body injured and other information as follows:

1. One eye, causing blindness therein.	18. Private parts.
2. Both eyes, causing total blindness.	19. Shoulder.
3. Other injury to eyes.	20. Upper arm.
4. Scalp.	21. Elbow.
5. Nose.	22. Lower arm.
6. Ears.	23. Wrist.
7. Mouth or teeth.	24. Hand.
8. Skull.	25. Finger or thumb.
9. Face or head (other part).	26. Hip.
10. Collar bone.	27. Upper leg.
11. Ribs.	28. Knee.
12. Spine.	29. Lower leg.
13. Back (other part).	30. Ankle.
14. Chest (other part).	31. Foot.
15. Abdomen (not internal injury).	32. Toes.
16. Other body injury (external).	33. Heel.
17. Internal body injury.	34. Not classifiable above.

## CODE OF LIGHT AND WEATHER.

1. Clear, daylight.	6. Clear, dark.
2. Cloudy, daylight.	7. Cloudy, dark.
3. Foggy, daylight.	8. Foggy, dark.
4. Raining, daylight.	9. Raining, dark.
5. Snowing, daylight.	10. Snowing, dark.

## CODE OF CONDITION OF PERSON AT FAULT.

1. Condition unknown or no person at fault.	5. Color blind.
2. Under influence of liquor, drugs, etc.	6. Deaf.
3. Asleep (not under influence of liquor, drugs, etc.).	7. Sudden failure of bodily powers.
4. Working more than 16 hours without rest.	8. Panic-stricken.
	9. Insane.
	10. Normal.
	L. Miscellaneous.

## CODE OF KIND OF EQUIPMENT.

## Locomotives:

1. Freight, 8 drivers or less.
2. Freight, more than 8 drivers.
3. Freight, Mallet articulated.
4. Yard, 6 drivers or less.
5. Yard, more than 6 drivers.
6. Passenger, 6 drivers or less.
7. Passenger, more than 6 drivers.

## Locomotives—Continued.

8. Other.

## Cars:

9. Passenger, baggage, mail, etc.
- O. Freight.
- L. Work.
- T. Other.

## CODE OF CROSSING PROTECTION.

1. Protected by gates.
2. Protected by watchman.
3. Protected by audible and visible signal.

4. Protected by audible signal.
5. Protected by visible signal.
6. Protected by other warning signal.
7. Unprotected.

## CODE OF STATES AND TERRITORIES.

1. Alabama.
2. Arizona.
3. Arkansas.
4. California.
5. Colorado.
6. Connecticut.
7. Delaware.
8. Florida.
9. Georgia.
10. Idaho.
11. Illinois.
12. Indiana.
13. Iowa.
14. Kansas.
15. Kentucky.
16. Louisiana.
17. Maine.
18. Maryland.
19. Massachusetts.
20. Michigan.
21. Minnesota.
22. Mississippi.
23. Missouri.
24. Montana.
25. Nebraska.
26. Nevada.
27. New Hampshire.

28. New Jersey.
29. New Mexico.
30. New York.
31. North Carolina.
32. North Dakota.
33. Ohio.
34. Oklahoma.
35. Oregon.
36. Pennsylvania.
37. Rhode Island.
38. South Carolina.
39. South Dakota.
40. Tennessee.
41. Texas.
42. Utah.
43. Vermont.
44. Virginia.
45. Washington.
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47. Wisconsin.
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70. State not reported.

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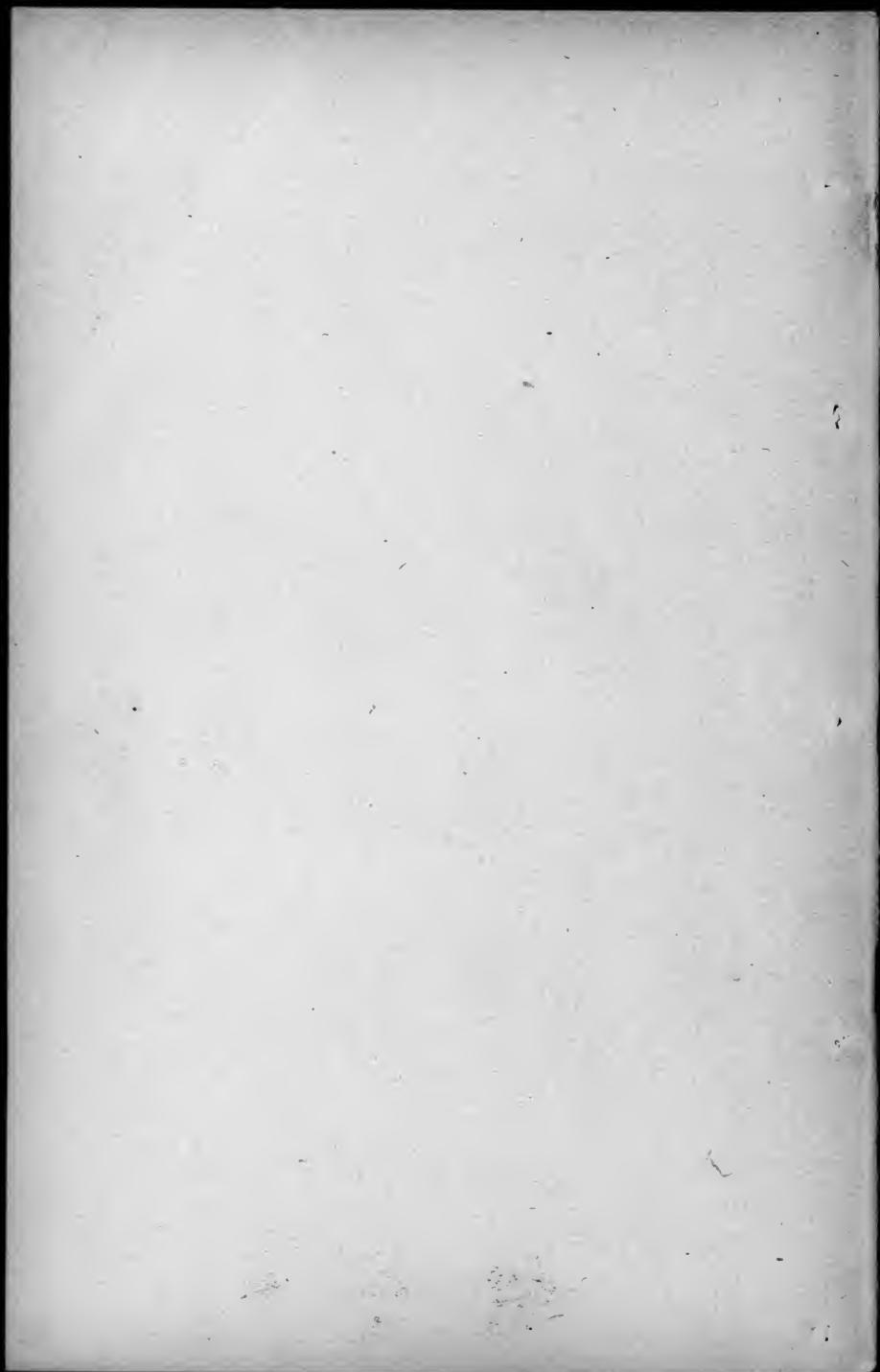
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